

Kansas City Bicycle Master Plan



Steering & Technical Committee Meeting
Wednesday, December 20, 2017

Kansas City Bicycle Master Plan

Agenda

1. Welcome & Introductions
2. Timeline
3. Implementation
 - a. Phasing
 - b. Project Prioritization
 - c. Funding Strategies
4. Policies & End of Trip Facilities
5. Supportive Programs
6. Measuring Progress

Kansas City Bicycle Master Plan

Introductions & Meeting Intent



Kansas City Bicycle Master Plan

Meeting Intent – Discuss & Build Consensus

1. Bike KC Draft Network Implementation

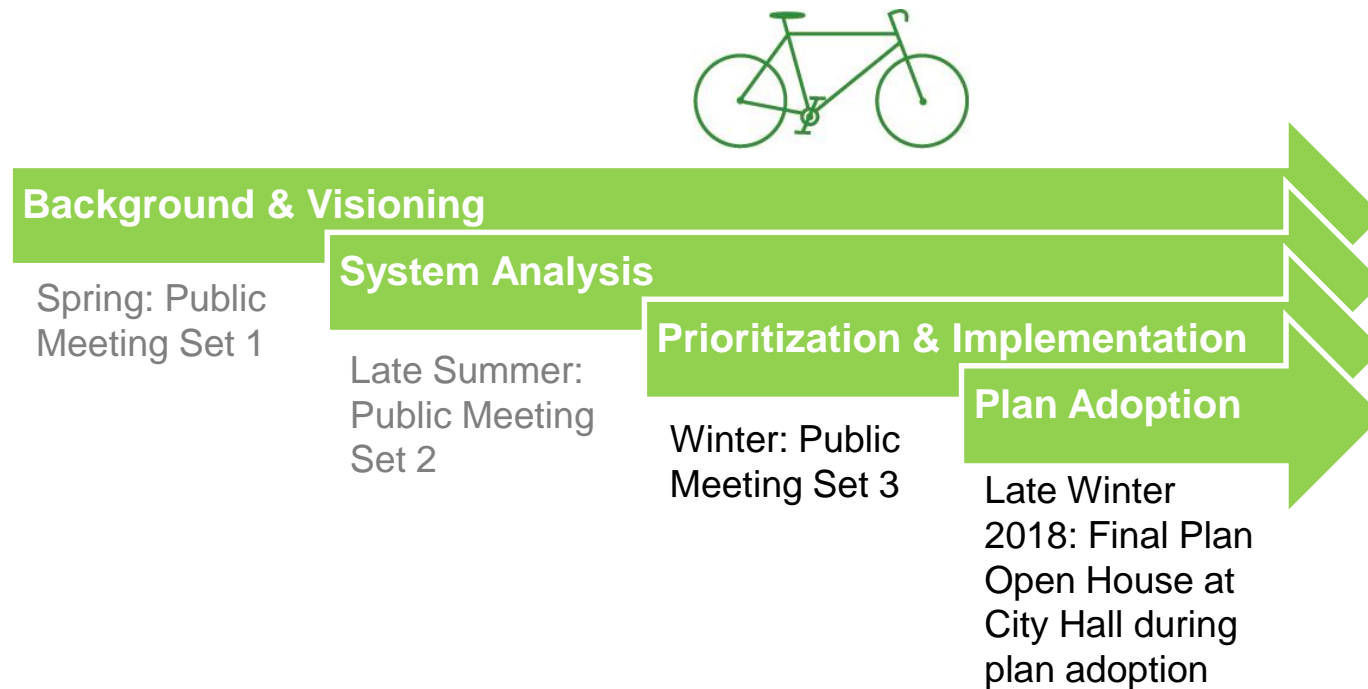
- a. First 5 year phases
- b. Role of resurfacing program
- c. Project identification variables for further phases
- d. Funding strategies

2. Policies, Programs, & End-of-Trip support – Ensure the right policies, programs, etc. are identified in the plan

3. Measuring Progress – Ensuring plan identifies the right metrics

Kansas City Bicycle Master Plan

Timeline



Kansas City Bicycle Master Plan

Network Implementation



Kansas City Bicycle Master Plan

Network Implementation

Balancing Feedback & Goals

- Public Input Preferences
 - 44% = trunk line build out
 - 36% = high activity center cluster build out
 - 20% = connections between existing infrastructure
 - Major project \$ = 46%
 - Minor project \$ = 42%
- Plan Goals
 - Connecting people to destinations
 - Equity
 - Projects being funded, implemented, and maintained
 - Bike network as transportation and economic development driver

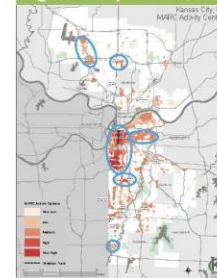
KCMO Bicycle Master Plan

October 2017

PHASING

The draft Bike KC network is an ultimate build out scenario that will take many years to build. **Over the next 5 - 10 years, how should specific routes / projects start to be identified?** Place a dot by your preferred phasing method & sticky notes with comments.

High-activity center / demand areas - CLUSTER build-out

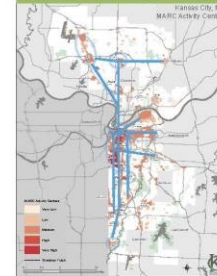


- Focuses on areas with potential high demand
- Can create "mini-network" in focused areas
- Capitalizes on where activities occur and where many people are located
- Provides areas to focus implementation & could afford option for "rapid quick-build" implementation
- May limit geographic distribution of improvements
- Could create infrastructure "islands"

place dots

comments here

Connect activity centers / demand areas - TRUNK LINE build-out

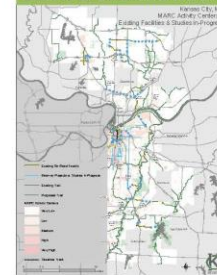


- Connects areas with potential high demand
- Connects many activity centers
- Wide geographic distribution
- May not require as many high activity center areas
- Heavy lines needed to create system

place dots

comments here

Connect EXISTING INFRASTRUCTURE build-out



- Capitalizes on where investments have already occurred
- Many pre-planning studies and engineering studies are already underway
- Current studies focus on areas of potential high demand
- Current studies focus on central activity centers
- Existing infrastructure may not align with areas of highest demand or activity centers
- Existing infrastructure is widely dispersed

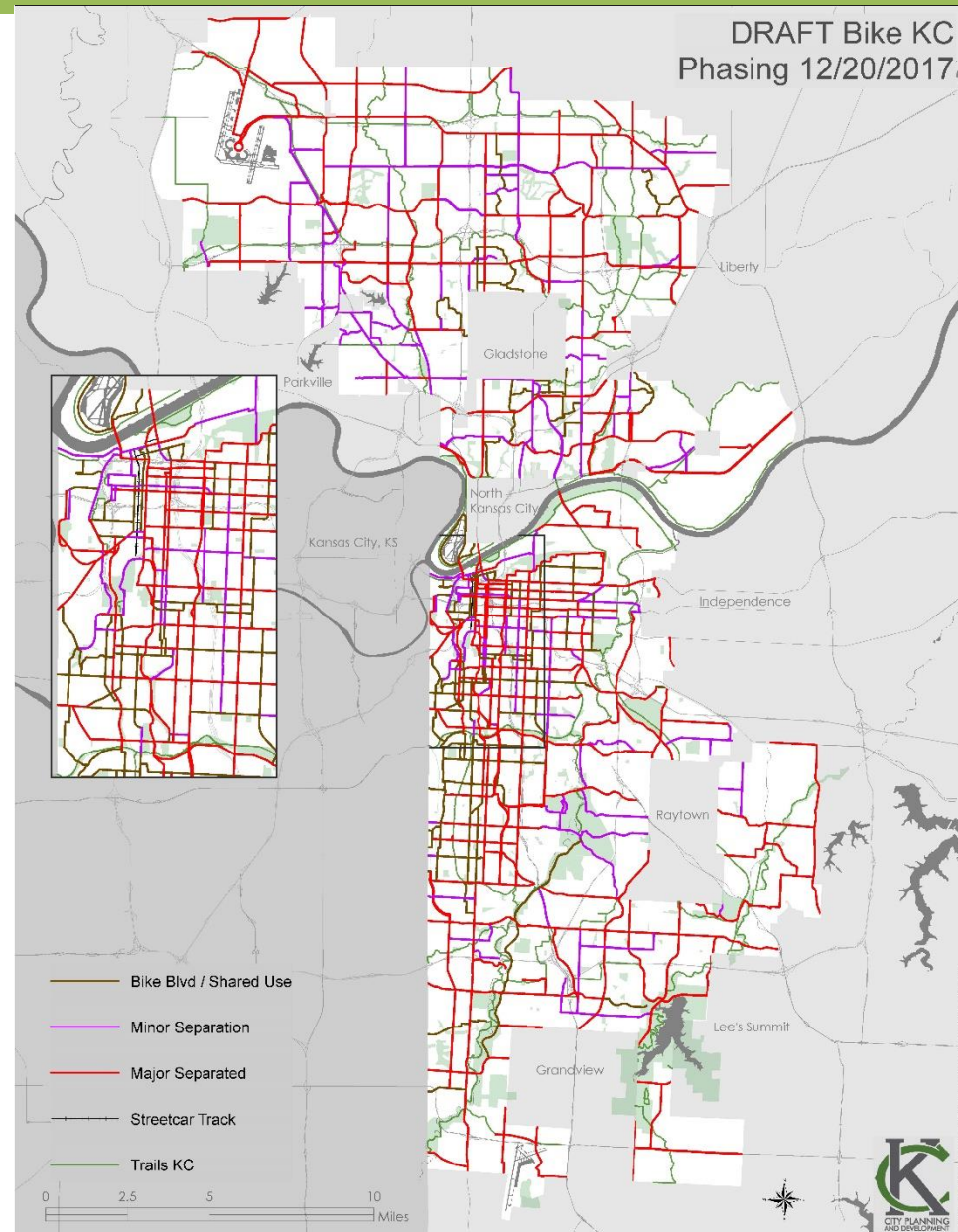
place dots

comments here

Kansas City Bicycle Master Plan

Draft Bike KC Network Map

- **Major Separation**
 - 442 centerline miles
- **Minor Separation**
 - 164 centerline miles
- **Shared Use**
 - 111 centerline miles
 - Currently looking more critically for Bike Blvd candidates



Kansas City Bicycle Master Plan

Network Implementation

Phasing

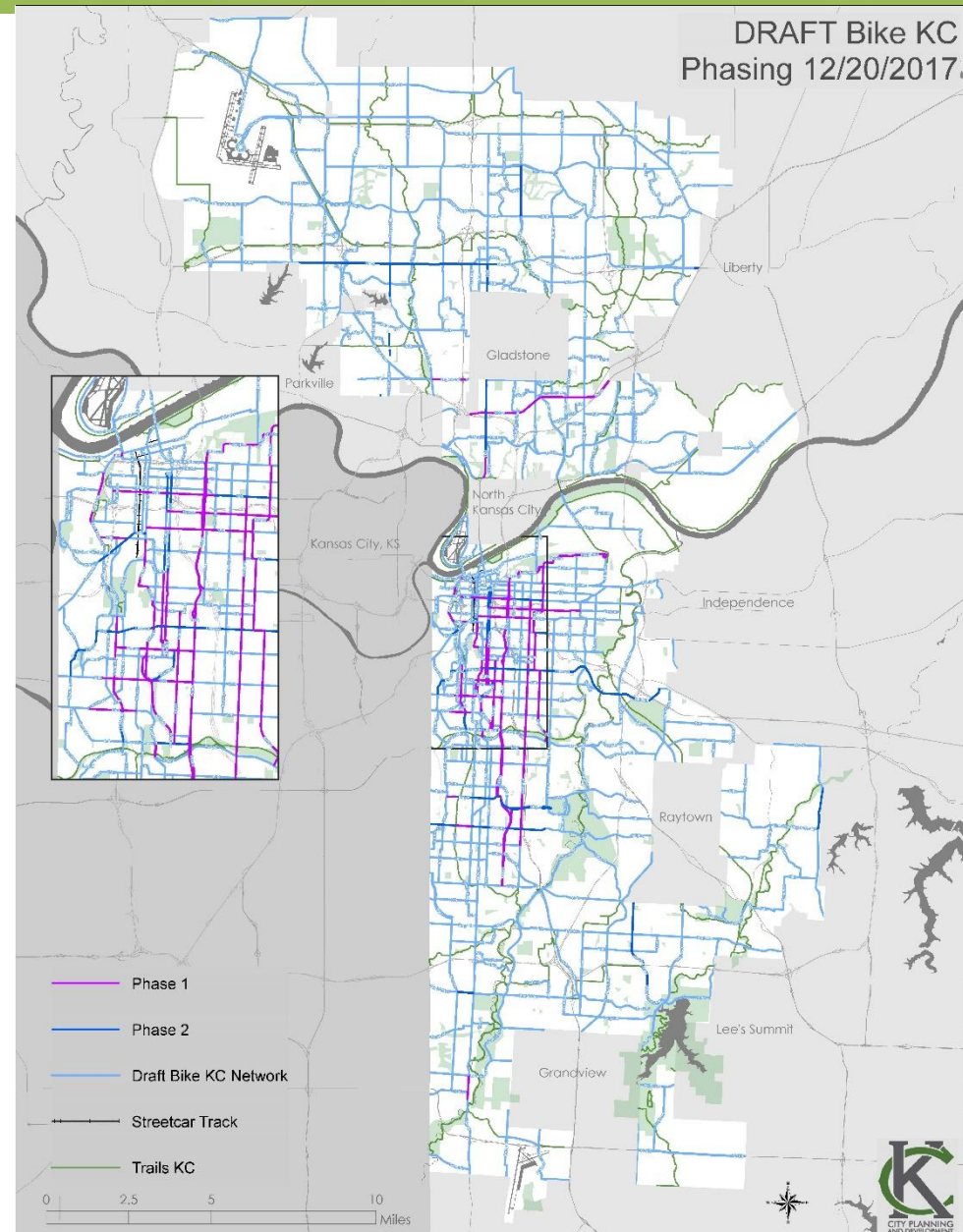
- Will examine network & priorities every 5 years
 - Phasing will provide direction on projects to focus on
- Balancing public input & plan goals
- Establishment of project prioritization components
- Semi-permanent implementation of infrastructure (pilot projects)
- Capitalize on projects already underway or under study
 - Planning Sustainable Places Studies
 - Current PW bike studies
 - GO Bond projects
 - Street Resurfacing
 - Utilized for paint treatments
 - Will need to have capacity for road diet

Kansas City Bicycle Master Plan

Network Implementation

Phasing (Subject to adjustment - estimated as of 12/20/2017)

- Phase 1
 - Projects currently under study (finish what we've started)
 - 64 centerline miles
- Phase 2
 - Connections between built infrastructure (connect the dots)
 - 45 centerline miles
- 109 miles total



Kansas City Bicycle Master Plan

Network Implementation

Project Criteria & Considerations

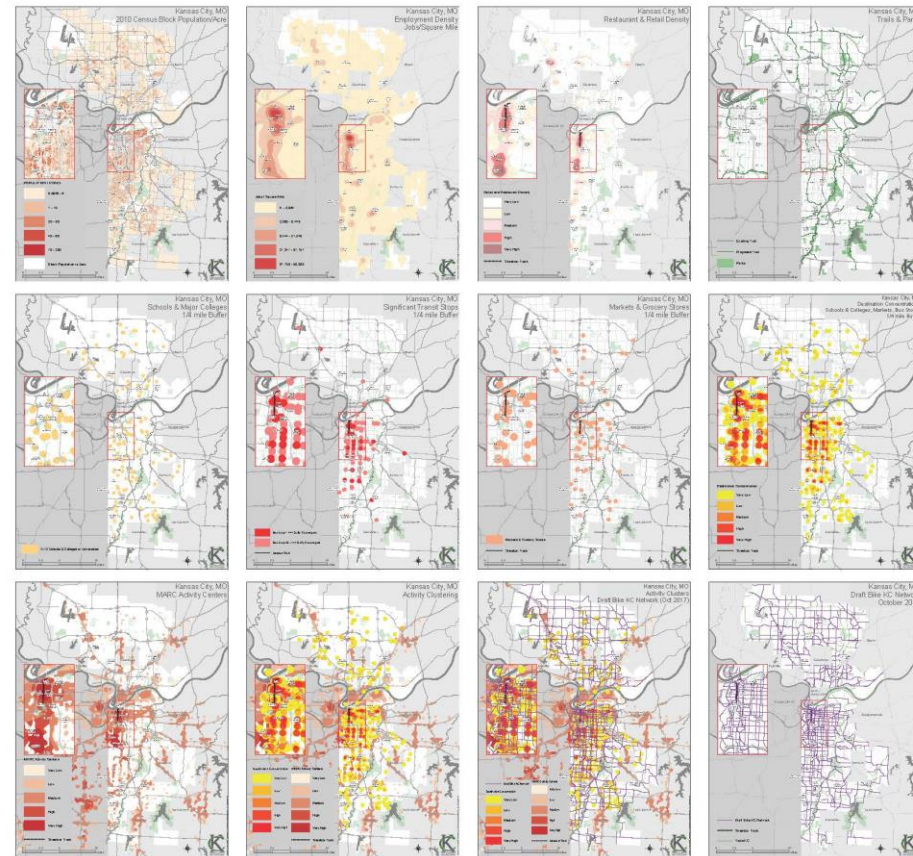
Residential Density
Employment Density
Restaurant & Retail Density
MARC Activity Center Density
Destination Density
Within a 1/4 mile of major park or trail
Within a 1/4 mile of school or university
Within a 1/4 mile of transit stop
Within a 1/4 mile of market or grocery store
Within a 1/4 mile of cultural or community destinations
Fulfills recommendations in Bike KC
Addressing location with recorded safety concern
Level of Traffic Stress
Bicycle Generators Nearby (need to define)
Equity
Community Support
Connectivity, Access & Barrier Reduction
Leverage (funding, other projects, etc.)
Visibility of Bicycling & Innovation

KCMO Bicycle Master Plan

October 2017

Network Analysis Components

The draft Bike KC network is the result of various types of analysis, some of which are illustrated below*



*Other variables included traffic conditions, a level of traffic stress analysis, topography, crash data, and other public input

Kansas City Bicycle Master Plan

Network Implementation

Funding Strategies to pursue (for capital projects, educational & supportive programming, staffing, etc.)

- Allocate annual City appropriation for development of the Bike KC network and supportive Bike KC programs (General Funds)
- Citywide 1% sales tax - 20 year dedication (vote in April)
 - In-District PIAC requests for project studies & design
 - Of the total “65% for capital improvements with at least 25% for street resurfacing, repair, and the construction of complete street facilities” – discussion this morning at Finance & Governance Committee
 - Complete Street Ordinance passed 12/14/2017 (13-0)
- Existing Federal Funding Resources (such as STP, CMAQ)
- Local or National Foundations (such as Health Care Foundation of Greater Kansas City, Blue Cross Blue Shield Foundation of Missouri)
- Pursue new funding sources including private/in-kind partnerships/sponsorships and in-lieu fee programs
- Development Funds like Tax Increment Financing (TIF) Plan areas, Transportation Development Districts (TDD), & Community Improvement Districts (CID)
- Review of City’s Development Fees

Kansas City Bicycle Master Plan



Policies, End-of-Trip, & Programs

Kansas City Bicycle Master Plan

Policies & End-of Trip Facilities

- Bike KC will recommend examining the following policies to help KCMO encourage & support cycling:
 - Completion of bike rack encroachment exception permitting
 - Creation of in-lieu of fee allowing developments to pay a fee for each bike rack not installed
 - Using in-lieu fee, creation of a city led bicycle parking program to fulfill citizen/business bicycle rack requests on annual basis
 - Ensure street conversions can happen to support bicycle facility installations as necessary (reduction in required neighborhood consent)
 - Define cost & alternate route plans for bicycle lane closures for construction and special events
 - Parking reductions for developments that are along a constructed bicycle facility
 - Require office developments of X size to build locker room facilities
 - Develop and implement comprehensive wayfinding signage

Kansas City Bicycle Master Plan

Supportive Programming – Encouragement & Education

- Creation & Distribution of maps, information & trip planning materials (online, mobile, & physical)
- Partner with local organizations on to enhance, support and/or create bicycle usage education & supportive programs including, but not limited to:
 - Large equipment operator training: KCATA & KCMO
 - Safe Routes to School programs
 - Smart Trips Residential & Business programs
 - Support Kansas City Bicycle expansion & operations
 - Adult & Children specific Bicycle Training programs
 - Brown bag educational lunches
 - Bicycle ridership incentive programs (businesses, institutions, etc.)
 - Promote the League of American Bicyclists Bicycle Friendly Business program

Kansas City Bicycle Master Plan

Supportive Programming – Encouragement & Education

- Special Events & Campaigns:
 - ciKClovia street closure events for bike ped use
 - Facility educational campaigns & information (media & materials)
 - Safety campaigns
 - Attendance at industry conferences & other educational opportunities
 - Bike Month events & Bicycle Commute Challenge
 - Pilot “bicycle ambassador” program

Kansas City Bicycle Master Plan

Supportive Programming – Enforcement

- Train KCPD law enforcement in bicyclists and motorist behavior laws and issues
- Work with KCPD & Missouri Highway Patrol to enforce proper motorist and bicyclist behavior & reduce cyclists vs motorist collision
 - Use of citations and warnings
 - Increase enforcement of parked vehicles in bicycle infrastructure
 - Increase enforcement in high collision areas and where new infrastructure has been installed
 - Create mandatory cyclists awareness educational course for motorists that receive citations involving cyclists

Kansas City Bicycle Master Plan



Measuring Progress

Kansas City Bicycle Master Plan

Measuring Progress

Metrics & Performance Goals

- League of American Cyclists Bicycle Friendly Communities Status
 - Achieve Silver Status by 2020
 - Work towards Platinum Status by ??? (2030?)
- Commuter Mode Share (ACS)
 - Current ACS = 0.7%
 - 2008 Climate Protection Plan = 5.4%
 - Bike KC goal? → 3.5% for Silver; 5.5% for gold (ideal averages)
- Rate of bicycle-motor vehicle crashes compared to number of bicycle trips
- System Completion (Annual Centerline miles)
- Data collection including
 - Pre & post project user counts/volume
 - Growth in Kansas City Bicycle system stations & ridership
 - KCATA bike rack usage
- Bicycle infrastructure spending
- Annual Citizens Satisfaction Survey
- Annual Complete Street Progress Report to BPAC

Kansas City Bicycle Master Plan

www.kcmo.gov/kcbikeplan

Primary Contact:

Joe Blankenship

Joseph.Blankenship@kcmo.org 816-513-2878

Secondary Contacts

Kyle Elliott

Kyle.Elliott@kcmo.org

Ashley Winchell

Ashley.Winchell@kcmo.org

Steering & Technical Committee Meeting
Wednesday, December 20, 2017

